THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. ST. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
H. B. M.'s Legation, Yedo, 20th July, 1861.
LAURENCE OLIPHANT,
Secretary of Legation.

VOL. XIII., N°. 644. SHANGHAI, SATURDAY, NOVEMBER 29, 1862. PRICE, TAELS 15 PER ANNUM.

INTIMATIONS.

Estate of F. T. WARD *deceased.*

ALL Persons indebted to the Estate of the late General WARD, or having Claims against it will please communicate at once with Mr. J. Cunningham. The Executors under the will are H.E. Vice-Admiral Sir James Hope, and H.E. the Honourable Anson Burlingame.

EDWARD CUNNINGHAM,
Agent by Power of Attorney.
Shanghai, 31st October, 1862.

In the Estate of J. L. ROBERTS *deceased.*

ALL Persons indebted to the above estate are requested to make immediate payment to the undersigned, and those persons having claims against it must present the same for settlement accompanied with the proper vouchers on or before the 30th day of November next.

P. LOUREIRO,
W. H. POWNALL,
Executors.
29no Shanghai, 15th September, 1862

In the matter of the Estate of CHARLES JAMES FOX, *deceased.*

ALL persons indebted to the above Estate are requested to pay the Amounts due by them, and all persons having Claims against the said Estate, are requested to forward their Accounts, to the Undersigned, on or before the *First day of August*, 1862.

JAMESON ELLES,
AND. S. DIXSON,
Executors.
1f Hongkong, 30th January, 1862.

SHIPPING.

CHINA AND JAPAN
(COAST AND RIVER)
STEAM NAVIGATION COMPANY.

Limited.

CAPITAL £300,000.

First issue, £150,000 in 15,000 *Shares of* £10 *each.*

[25% OF WHICH SHALL BE RESERVED FOR CHINA.]

DEPOSIT 5s. per share on Application, and £2 per share on Allotment.—Calls not to exceed £2.10s. each per Share at intervals of not less than Three Months.

Applications for Shares to be made to the Undersigned, who have been appointed Agents in China and Japan.

W. R. ADAMSON & Co.
1f Shanghai, 14th April, 1862.

TOWING.
THE POWERFUL TOW-BOAT
"MARTIN WHITE,"

is now prepared to tow in the WOOSUNG and LIVE-ARM RIVERS.

For further information, apply to
WARD & Co.,
or to the CAPTAIN, *on board.*
Orders left at Messrs. FOGG & Co., punctually attended to.
1f Shanghai, 20th June, 1862.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of the late Mr. JOSEPH ISAAC REUBEN in our Firm ceased on the 5th day of August last.

MOSES & Co.
1f Shanghai, 17th Nov., 1862.

NOTICE.

MR. EZRA MOSES was admitted a Partner in our Firm on the 5th of August last.

MOSES & Co.
1f Shanghai, 17th November, 1862.

NOTICE.

THE Undersigned has this day established himself at this Port as a *General Commission Agent*, under the style of COWIE & Co.

GEO. J. W. COWIE.

高易行 *Kow-yih Hong.*
Nearly opposite DR. BELL'S Residence,
in Puchau Road.
1f Shanghai, 18th Nov., 1862.

NOTICE.

THE Undersigned having disposed of their Business to Messrs. THOS. HUNT & Co., STOCK IN TRADE, &c., &c., &c., and beg to inform the Community of Shanghai that they will settle all claims against the Undersigned, and all Persons indebted to the same are requested to pay on or before the *first Day of December* 1862, when all accounts will be settled on that day.

G. H. PINDER & Co.
29no Shanghai, November 14th, 1862.

NOTICE.

THE Interest and Responsibility of Mr. C. H ANGEL in our Firm has ceased.

WHEELOCK & Co.
1f Shanghai, 1st November, 1862.

NOTICE.

WE have this day established ourselves as *Ship Brokers, Commission Agents and Auctioneers* under the style of DUUS & Co.

E. 怡 E. B. DUUS,
E. 利 G. WORDSWORTH.

Office, Foochow Road, next door to the Central Bank.
29no Shanghai, 30th October, 1862.

NOTICE.

WE have this day established a Branch of our Hongkong Firm at Shanghai, as SHIP CHANDLERS, GENERAL STORE KEEPERS and AUCTIONEERS, on the Premises lately occupied by Messrs. REISER & Co., Corner of Park Lane and Bund.

THOS. HUNT & Co.
1f Shanghai, 19th June, 1862.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of the late CHARLES WILLIAM GRIBBLE in the Firm of GRIBBLE & WHITFIELD ceased on this date.

GRIBBLE & WHITFIELD.
Shanghai, 31st October, 1862.

NOTICE.

THE Business of Messrs. GRIBBLE & WHITFIELD, *Civil Engineers & Architects* will for the present be carried on by the Undersigned.

GEORGE WHITFIELD,
Civil Engineer & Architect.
1f Shanghai, 1st November, 1862.

NOTICE.

MR. JAMES H. WRIGHT and MR. WILLIAM STRACHAN MCLEAN are authorized to sign the name of our Firm per procuration from this date.

DOW & Co.
29no Shanghai, 1st June, 1862.

NOTICE.

THE Interest and Responsibility of Mr. AUGUSTUS FIGUR in our Firm ceased on the 1st of August inst.

OVERWEG & Co.
1f Shanghai, 25th October, 1862.

NOTICE.

THE Undersigned has this day established himself as *Public Tea Inspector* at this port, Puchau Road, next door to Messrs. WATSON & Co.'s Hong.

HUGH INNES.
1f Shanghai, 15th September, 1862.

NOTICE.

MR. C. E. HILL is authorized to sign our Firm at this Port from date.

THOS HUNT & Co.
6de Shanghai, 28th July, 1862.

NOTICE.

MR. JOHN MOORE is authorized to sign our Firm per procuration.

PHILLIPS, MOORE & Co.
20no Shanghai, 28th August, 1862

NOTICE.

THE business of *Public Tea Inspector*, hitherto conducted by Mr. JOHN BLAIN, will be continued by the undersigned.

BLAIN, TATE & Co.
1f Shanghai, 2nd January, 1860.

NOTICE.

MR. J. TRUELSEN has this day been admitted a partner in my business, which will in future be entered on under the Firm of J. BOHSTEDT & Co.

J. BOHSTEDT.
1f Ningpo, 1st January, 1862.

NOTICE.

THE Undersigned beg to give notice that they have opened a Branch of their Business at Shanghai, which will be conducted by Mr. GEORGE STANFORD, who will sign for the Firm per procuration.

LANE, CRAWFORD & Co.
1f Hongkong, July 1st, 1862.

NOTICE.

THE Business of the Undersigned is this day closed; the outstanding accounts will be settled by Mr. EDWARD H. DUUS

N. DUUS & Co.
1f Hongkong, February, 28th 1862.

NOTICE.

MR. CHARLES WILLIAM MATTHEW HUDSON is admitted a Partner in our Firm.

CRAVEN WILSON & Co
1f Hankow, 1st July, 1862.

NOTICE

MR. WILLIAM GRANT GORDON has this day been admitted a Partner in our Firm.

MACKELLAR & Co.
1f Hankow, 1st July, 1862.

NOTICE.

I have this day established myself as *Public Tea Inspector and Commission Merchant* at this port.

R. B. DAVIES.
1f Hankow, 1st May, 1862.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style of ROBERT FRANCIS & Co.

R. FRANCIS.
H. G. HOLLINGWORTH.
1f Kinkiang, 2nd June, 1862.

NOTICE.

I have this day established myself at this port as *Tea Inspector and Commission Agent.*

ARCHIBALD J. LITTLE.
16my Kinkiang, 3d March, 1862.

NOTICE.

THE Undersigned has established himself at this Port as GENERAL COMMISSION AGENT under the Style of KNIGHT & Co.

FRANCIS P. KNIGHT.
Newchwang (Yingtzze).
1f 1st January, 1862.

NOTICE.

THE interest and responsibility of the late Mr. L. N. HITCHCOCK in our Firm terminated on the 30th ultimo; and Mr. WILLIAM NEILSON, was admitted a partner on the 1st instant.

OLYPHANT & Co.
1f China, 8th July, 1862.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS DAVID NEAVE in our Firm ceased *on the 31st December last.*

Mr. ROBERT BRAND and Mr. RANDAL HUMPHRYS CHAMBERS are admitted Partners in our Firm from *the 1st of January.*

SMITH, KENNEDY & Co.
1f China, 14th June, 1862.

NOTICE.

MR. THEODOR PHONST has this day been authorized to sign our Firm.

WM. PUSTAU & Co.
20mis China, 20th September, 1862.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of Mr. AUGUSTINE HEARD in our Firm ceased on the 31st of May 1862, and Mr. GEORGE FARLEY HEARD and Mr. ROBERT INGLIS FERGUSON are this day admitted Partners therein.

AUGUSTINE HEARD & Co.
1f China, 1st June, 1862.

NOTICE.

MR. JAMES L. GLOVER has this day been admitted a Partner in our Firm.

GLOVER & Co.
1f Nagasaki, 1st September, 1862.

NOTICE.

THE Business hitherto carried on by us at this Port will in future be conducted by Messrs. GLOVER & Co.,
per pro. BLAIN, TATE & Co.,
EDW. HARRISON.
17ja Nagasaki, 1st October, 1862.

MR. EDWARD HARRISON is this day admitted a partner in our Firm.

GLOVER & Co.
17ja Nagasaki, 1st October, 1862.

NOTICE.

WE have this day formed a Partnership and established a Firm at this port, under the style of HUGHES, WILLGOSS & Co., as *Merchants & Agents.*

JOHN HUGHES.
HENRY WILLGOSS.
2fe Kanagawa, 1st July, 1862.

NOTICE.

WE have this day associated ourselves together, for the purpose of carrying on the *Ship Chandlery* business under the name and style of O. H. BAKER & Co.

O. H. BAKER,
J. EISLER.
6de Yokohama, Japan, April 1st, 1862

JOHN POOK,
Commission Agent.
40, LIME STREET,
LONDON.
1f *E. C.*

COMPTON AND READ,
Commission Merchants.
No. 7, FREDERICK'S PLACE,
OLD JEWRY.
LONDON.
1f *E. C.*

INSURANCES.

NORTH-CHINA INSURANCE COMPANY.

CAPITAL ONE MILLION OF TAELS.

In 200 Shares of 5,000 Tls. each

PRINCIPAL office at Shanghai, where the affairs of the Company will be managed by a Salaried Secretary, under the control of the Board of Directors.

DIRECTORS:
W. H. VACHER, Esq., (of Messrs. Gilman & Co.) *Chairman*
W. THORBURN, Esq. (of Messrs. Jarvie, Thorburn & Co.)
H. H. WIGGINS, Esq., (Agent Commercial Bank of India.)
A. BRAND, Esq., (of Messrs Smith, Kennedy & Co.)
A. CAMPBELL, Esq., (of Messrs. Fletcher & Co.)

Agencies are about to be established at the principal Ports of China, and Japan, also in India and London.

The Company will shortly be prepared to issue at Shanghai, and at their various Agencies, Policies covering Marine Risks, which will be payable sixty days after proof of loss, either in China, India, or London.

L. JOSEPHS,
Secretary pro. tem.
1f Shanghai, 11th November, 1862.

YANGTSZE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon marine risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Police holder.

RUSSELL & Co.,
Secretaries.
1f Shanghai, November 1st, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechulin, Tien-tsin.

SMITH, KENNEDY & Co.
1f Shanghai, 25th August, 1862.

THE LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this port for the above Company are prepared to grant Policies by first-class vessels from Shanghai to any Port or Ports in the United Kingdom, also by steamers to Ports on the Coast of China, India, Australia, and Europe. Payable in London.

ROTHWELL, LOVE & Co.
31de Shanghai, 20th August, 1862.

INSURANCES.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

THE Undersigned are appointed Agents at Hankow for the above Office, and are prepared to accept Risks on the usual terms upon Steamers.

CRAVEN WILSON & Co.
1f Hankow, 30th September, 1862.

THE ROYAL INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents at *Hankow* for the above Company, and are prepared to grant Policies against Fire on the usual erms.

SHAW, RIPLEY & Co.
1f Hankow, 17th July, 1852.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
1f Shanghai, 3d February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings *owned by Europeans* and in the occupation of Chinese, provided such buildings are of first class construction and situate in the Foreign Settlement.

TURNER & Co.
1f Shanghai, 9th April, 1862.

COLONIAL MARINE AND FIRE INSURANCE SOCIETY OF BATAVIA.

THE Undersigned having been appointed Agents for the above-named Society, are prepared to grant INSURANCE ON ORDINARY MARINE RISKS at the usual rates of the Local Offices.

T. KROES & Co.,
Agents in Shanghai.
1f Shanghai, 1st February, 1862.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,259 760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Assurances on First Class Lives for the term of life or for a shorter period either with or without participation in the profits.

Participating Class.—The WHOLE OF THE PROFITS OF THIS BRANCH are divisible amongst the assured in terms of the Act of Incorporation.

For Prospectus and Terms, apply to

TURNER & Co.
1f Shanghai, 3d February, 1862.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned have been appointed Agents for the above-named Company, and are prepared to grant Policies upon Marine Risks to an extent of $17,000 upon any one risk, and upon Specie per Steamer to an extent of $90,000.

Policies can be made payable in London, Amsterdam, Rotterdam, Shanghai, Hongkong, Canton, Bangkok, Singapore, Java, Penang, Melbourne, Sydney, and Newcastle (Australia).

ADRIAN & Co.
1f Nagasaki, 9th April, 1862.

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS IN CHINA for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $17,000 by Sailing Ship, and Mexican $90,000 by Steamer.

WM. PUSTAU & Co.
19ap Shanghai, 18th April, 1862.

THE MERCANTILE FIRE INSURANCE COMPANY OF LONDON.

THE Undersigned have been appointed *Agents* at this Port for the above Company, and are prepared to grant Policies against FIRE at Shanghai on the customary conditions.

For further particulars apply to

GILMAN & Co.
1f Shanghai, 10th January, 1862.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are now authorized to grant *Policies against Fire* to the extent of £10,000, on Buildings or on Goods stored therein at the Port of *Hankow*, and on terms similar to those now existing here.

DOW & Co.
1f Shanghai, 24th February, 1862.

NOTICE

Sun Mutual Insurance Company	Assets,	$1,761,000
Mercantile Mutual Insurance Company	"	$1,140,000
New York Mutual Insurance Company	"	$1,036,000

THE Undersigned, having been appointed Agents in China for the above-mentioned Insurance Offices of New York, are now prepared to issue Policies upon Marine risks upon the usual terms, to an extent not exceeding One Hundred Thousand Dollars upon any one risk.

Policies will be made payable in London, Liverpool, Hongkong, Shanghai, Singapore, and Bombay, and Calcutta.

In addition to the usual bonus, a cash return of *Five per cent* upon the net amount of premium contributed on terminated risks will be made to Insurers at the end of each year, in lieu of the Script Dividend issued at New York.

AUGUSTINE HEARD & Co.
1f Shanghai, 24th September, 1861.

INSURANCES.

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows:—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ½ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ½ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum*; ½ *per cent for* 3 *months*, and ¾ *per cent for* 6 *months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
1f Shanghai, 1st July, 1861,

ALLIANCE MARINE ASSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above named Office, are prepared to grant Policies on first-class Vessels from Shanghai to any port in the United Kingdom, payable in London.

JARDINE, MATHESON & Co.
1f Shanghai, 27th December, 1861.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above-named Company at this Port, are prepared to grant POLICIES AGAINST FIRE to the Extent of £5,000 on Buildings or on Goods stored therein.

MACPHERSON & MARSHALL.
1f Yokohama, 24th October, 1861.

HONGKONG INSURANCE COMPANY.

POLICIES of Insurance are now issued in this Office at Puchau by the Agents at that Port, Messrs. Reiser, Painter & Co.

LINDSAY & Co.,
Secretaries Hongkong Insurance Company,
1f Shanghai, 26th August, 1861.

LIVERPOOL & LONDON FIRE & LIFE INSURANCE COMPANY.

THE undersigned having been appointed Agents of the above Company at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

DOW & Co.
1f Shanghai, 20th April, 1860.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned Agents in Shanghae for the above Company are prepared to accept assurance as under:

On private Dwelling Houses of the best description, *used strictly as such*, and the contents consisting of Household furniture, &c., therein, in *private use*, at the *rate of* ½ *per cent per annum.*

On Buildings of Brick or Stone covered with Tiles, Slates or Metal, detached from Chinese Tenements, and on their contents at the rate of *one per cent per annum*, and to the extent of £10,000 on each separate building.

A Building and its contents taken together form one risk. Thus the above sum may be underwritten on a Building alone, or on the contents alone, or part on the Building and part on the contents.

Assurances for Six months will be charged *three-fourths*, and *for* Three months *one-half of the annual rate.*

No Assurance is to be considered in force until the premium be paid.

Amongst other advantages of the Company, the Assured will be entitled to participate in the Profits after five successive payments.

Parties applying for Assurances will please send in full particulars of the Risk to be taken; any deviation from which, without the consent of the Company, will vitiate the Policy.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
1f Shanghae, 2d June, 1860.

EASTERN MARINE INSURANCE COMPANY.

A BRANCH of the above Company having been opened at *Foochow*, Policies will now be granted upon risks from that port.

TURNER & Co.,
Agents in China for the
EASTERN MARINE INSCE. COMPY.
1f Hongkong, 9th July, 1860

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
1f Shanghai, 25th February, 1859.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned have been appointed Agents in China for the above named Company are *prepared to grant* policies against fire at Shanghai to the extent of £10,000, — on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to
WM. PUSTAU & Co.,
Agents in Shanghai.
1f Shanghai, 1st December, 1858.

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NOTIFICATION.

British Legation,
Peking, *November 10th*, 1862.

The Undersigned is directed to give notice that the Chinese Government having decided on opening Custom-Houses at Hankow and Kiukiang, has communicated to the Honble. F. Bruce, C.B., Her Britannic Majesty's Envoy Extraordinary and Chief Superintendent of British Trade in China, a draft of revised Regulations under which, until these Ports shall be declared open by Treaty, trade with them is to be carried on.

The Provisional Regulations of the 5th December, 1861, will therefore continue in force only until the 1st of January, 1863, on which day the revised Regulations published below, will come into operation. From and after that date, any violation of them by vessels, entering the river, will be punishable by the penalties the Revised Regulations provide.

By Order,

T. F. WADE,
H. B. M.'s Secretary of Legation.

Revised Regulations of Trade on the Yangtze Kiang.

Article I. British vessels are authorised to trade on the Yangtze Kiang at three ports only; viz: Chinkiang, Kiukiang and Hankow. Shipment or discharge of cargo at any other point on the River is prohibited, and violation of the prohibition renders ship and cargo liable to confiscation,—

Native Produce, when exported from any of these three Ports, or Foreign Imports not covered by Exemption Certificates, or Native Produce that has not paid Coast Trade Duty, shall when imported into any of these three Ports, pay duty as at the Treaty Ports.

Art. II. British Merchant vessels trading on the River are to be divided into two classes, namely,

1st Class: *Sea-going Vessels*, that is Merchantmen trading for the voyage up the River above Chinkiang, Lorchas and sailing vessels generally.

2nd Class: *Steamers* running regularly between Shanghae and the River Ports.

These two classes of vessels will be dealt with according to Treaty, or the Rules affecting the River Ports to which they may be trading.

All vessels, to which ever of the two classes they may belong, if about to proceed up the River, must first report to the Customs the arms or other munitions of war they may have on board, and the numbers and quantities of these will be entered by the Customs on the vessel's River Pass. Permission to trade on the River will be withdrawn from any vessel detected carrying arms or munitions of war in excess of those reported to the Customs, and any vessel detected trading in arms or munitions of war will be liable to confiscation.

Any vessel falling in with a Revenue Cruiser of the Chinese Government will, if examination of them be required, produce her papers for inspection.

Art. III. *Sea-going Vessels.* British Merchantmen, Lorchas, and Sailing Vessels generally, if trading at Chinkiang will pay their duties and Tonnage Dues at Chinkiang.

If a vessel of this class is proceeding further than Chinkiang, that is either to Kiukiang or to Hankow, her Master must deposit her papers with the Consul at Chinkiang, and must hand in her manifest to be examined by the Chinkiang Customs; the Superintendent of which, on receipt of an official application from the Consul, will issue a certificate, to be called the Chinkiang Pass, to the vessel. The Chinkiang pass will have entered upon it the number and quantities of arms, muskets, guns, swords, powder, &c., on board the vessel; also the number of her crew, her tonnage and the flag she sails under. The Customs will be at liberty to seal her hatches, and to put a Custom's employé on board her. On her arrival at Kiukiang, whether going up or coming down, her master must present her Pass to the Customs for inspection.

The duties on cargo landed or shipped at Kiukiang, or Hankow, must all be paid in the manner proscribed by the Regulations of whichever of the two Ports she may be trading at, and on her return to Chinkiang she must surrender her Chinkiang Pass to the Customs at Chinkiang, and the Customs having ascertained that her duties and dues have been all paid, and that every other condition is satisfied, the Grand Chop will be issued to the vessel, to enable her to obtain her papers and proceed to sea.

The Customs will be at liberty to put an employé on board the vessel to accompany her as far as Lang-shan.

Any British vessel of this class, found above Chinkiang without a Chinkiang Pass will be confiscated. Any junk without Chinese papers will similarly be confiscated.

Art. IV. *River Steamers.* Any British Steamer trading regularly on the River will deposit her papers at the British Consulate at Shanghae, and the Customs, on application of the British Consul, will issue a special River Pass (or Steamer's Pass), that shall be valid for the term of six months. Steamers trading on the River under this pass will be enabled to load and discharge, and will pay duties according to the Rule affecting *River Steamers.*

On arriving off Chinkiang or Kiukiang the steamer whether proceeding up the River or down, will exhibit her pass to the Customs.

The tonnage dues leviable on any Steamer holding a River Pass shall be paid alternately at Chinkiang, Kiukiang and Hankow.

The Customs are at liberty to put a tidewaiter on board a steamer at any of these ports to accompany her up or down stream, as the case may be.

Infringement of River Port Regulations will be punished by the infliction of the penalties in force at the ports open by Treaty: for a second offence the Steamer's River Pass will also be cancelled, and she will be refused permission to trade thenceforward above Chinkiang.

Any steamer not provided with a River Pass, if her master propose proceeding above Chinkiang will come under the rule affecting *Sea-going Vessels*, laid down in Art. III, and will be treated accordingly.

Art. V. *River Steamers' Cargoes:*

1*st*. Where Native Produce is shipped at a River Port on board a Steamer provided with a River Pass, the Shipper must pay both Export and Coast Trade Duty before he ships it. If it be for export to a foreign port, this should be stated where the produce arrives at Shanghae, and if it be exported from Shanghae within the Three months allowed, the shipper will obtain from the Shanghae Customs a certificate of its re-exportation; on production of which at the River Port of shipment whether Chinkiang, Kiukiang or Hankow, the Customs of that port will issue a Drawback for the amount of Coast Trade Duty paid.

2*nd*. Where Import cargo is transhipped on board a River Steamer at Shanghae, it must first be cleared of all Duties. The transhipment will not be authorised until the Customs are satisfied that the Import Duties have been paid.

Art. VI. *Native Craft owned or chartered by British Merchants*, will pay duty on their cargo at the rates leviable on such cargo under the Treaty Tariff. All such Craft will further have to be secured by Bond in the manner laid down in the Provisional Rules published on the 5th December 1861, and on entry into any port, will pay Port Dues according to Chinese Tariff. If the cargoes of native craft so employed do not agree with their cargo Certificate, the amount specified in their Bonds will be forfeited to the Chinese Government. This provision is only valid until tranquillity is restored along the River.

Art. VII. British vessels of all classes, as well as junks owned or chartered by British Merchants must apply to the Customs at the Port of departure for a Cargo Certificate (Tsung-tan), which on the vessel or junk's arrival at the Port of destination must be handed in to the Customs before permission to discharge can be given.

The above Regulations are provisional and open to revision if necessary.

NEW ADVERTISEMENTS.

NOTIFICATION.

NOTICE is given hereby, that by order of 26th of November a.c.

Mr. Theodor Prüsse has been appointed Vice-Consul for Prussia in Shanghai.

HIS PRUSS. MAJESTY'S CONSULATE GENERAL FOR CHINA.
Shanghai, 27th Nov., 1862
6de

In the Estate of General Ward, *deceased.*

THE Undersigned having been appointed to act as Administrator in the Estate of the late General Ward, requests that all parties indebted to, or having claims against the same, will communicate with him without delay.

ALBERT L. FREEMAN.
tf Shanghai, 22nd November, 1862.

NOTICE.

A Steamer of the largest size, of the Messageries Impériales, will leave Hongkong for Suez, connecting with Marseilles, on or about the 26th of December. She touches at Saigon, Singapore, Galle and Aden, carrying passengers and cargo without change, through to Suez.

Plans of the ship can be seen, and Passage or Freight engaged at the office of the Agents.

Freight will be taken deliverable in London or at any port on the route.

A steamer of the Company will shortly connect this port with the main line from Hongkong.

Insurance under the Company's open policies can be effected at low rates of premium by application to the Undersigned.

RUSSELL & Co.,
Provisional Agents.
tf Shanghai, November 28th, 1862.

NOTICE.

MR. CHARLES AUGUSTUS WILD has been admitted a Partner in our Firm from 1st July last.

GILMAN & Co.
tf China, 24th November, 1862.

NOTICE.

Chinkiang, 22*nd November*, 1862.

THE Undersigned has this day established himself as *Commission Agent* at the above Port.

tf W. KENNETH.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on *Monday next, the 1st Dec.* at 12 o'clock Noon.

A very choice selection of Furs, consisting of White Ermine, Fox and Squirrel, just arrived from Peking and Mongolia.

Also,

A few very elegant and elaborate worked Chinese Dresses suitable for morning Wrappers.

Also,

A quantity of Furniture, consisting of 1 very elegant Brass 4 post Bedstead quite new.

10 chests of Drawers, Wardrobes and other Furniture, &c, &c, &.

F. A. CLIFTON & Co.,
Auctioneers, &c.
o Shanghai, November 29, 1862.

MISCELLANEOUS INTELLIGENCE.

NOTICE.—Divine Service is held in the Roman Catholic Chapel, near the French Consulate, every Sunday, at 8 and 10 o'clock in the morning and 4 o'clock in the evening.

NOTICE.—Divine Service will be held in Union Chapel, London Mission, every Sunday morning at 11 o'clock and in the evening at 6 o'clock.

NOTICE.—The American Episcopal Chapel Hongque. Services on Sunday at 11 A.M. and 8 P.M.

NOTICE.—Seamen's Church: Services in the morning at 11 o'clock, and in the afternoon at 3 o'clock.

LATEST DATES.

England,	Sep. 26	Hankow	Nov. 14
Hongkong,	Nov. 14	Nagasaki	Nov. 14
Tientsin,	Nov. 6	Kanagawa,	Nov. 13

Latest dates in England, from China,—
Hongkong.. July 27 { Received *viâ* Marseilles,
Shanghai .. „ 18 { Sept. 13

COMPARISON OF OBSERVATIONS

taken by

A SELF-REGISTERING THERMOMETER

in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.

FOR THE WEEK.

Ending 28th Nov. 1862.	*Ending 28th Nov. 1861.*
November	
22. —*Max* 45 *Min.* 35	*Max* 60 *Min.* 45
23. — „ 57 „ 46	„ 57 „ 44
24. — „ 48 „ 37	„ 53 „ 39
25. — „ 45 „ 33	„ 50 „ 40
26. — „ 46 „ 34	„ 51 „ 42
27. — „ 56 „ 45	„ 55 „ 42
28. — „ 53 „ 43	„ 53 „ 41

OPIUM.

November	*Malwa*	*Patna*
	New Tls. Old Tls.	New Tls. Old Tls.
22.	....630 a 635....	....620 a 625....
24.	..... 635	..... 610 .....
25.	....630 a 635....	....605 a 610....
26.	.... none	none
27.	..... 615	....610 a 615....
28.	....610 a 615....	....610 a 615....

LATEST SHIPPING INTELLIGENCE.

Arrived.—November 27, *Wandering Wave*, (Am. sch.), Walsh, from Hongkong; 27, *Victoria*, (Hamb. bq.), Peterson, from Hongkong; 28, *Fidelio*, (Hamb. bq.), ——, from Melbourne; 28, *Patrician*, (Br. sh.), Pain, from London; 28, *Washington*, (Am. str.), Atwill, from Chinkiang; 28, *Taoutai*, (Am str.), Lovett, from Chinkiang.

Departed.—November 28, *Hesper*, (H.M.S) Boxer, for Amoy and Hongkong; *Sirius*, (Sloop), Young, for Taiwan; 28, *Glencoe*. (Am. sch) Morgan, for Hongkong; *Queen of Nations*, (Br. sh.) Mitchell, for London; 28, *Shanghai*, (Br. str.), Mandrill, for Hongkong; 28, *Waratah*, (Br. str.), Harris, for Ningpo.

PASSENGERS.

Arrived—Per Str. *Kiu-ger*, from Hongkong Messrs J. W. Allen, T. B. Harris, H. Leighton, W. Tarrant, Demerseque, Daly, and Dr. Happer. Per str *Shanghai*, from Tientsin Messrs Mongolding, Reunie, Owen, and Williams. Per str. *Lichtning*, from Taku, and Chefoo, Captain B. White and Mr. Maynard Lieut. H.M. 31st Regt. Per str. *Nimeo*, from Kiukiang. Mr. Foster. Per *Waratah*, from Ningpo, Major Morison, Capt. Reay, and Dr. Bate. Per str. *Fei-ma*, from Ningpo, Mr. Robertson.

Departed.—Per Str. *Pekin*, for Hongkong, Miss Sisburgh, Mrs. Marshal, Mrs. Vincent, Messrs. H. Reinhard, R. C. T. Brett, J. H. Boyle Wergman, W. G Aspland, Edward Flerz, J. Hughes, Charles W. Hanford, J. H. Block J. Gunn, Johnson, Matern, and Capt Vincent.

THE P. & O. Co.'s steamer with the Mail for Europe is appointed to leave on Sunday, the 7th proximo.

THE London Mail of 10th Oct., due in Hongkong on the 24th November, and here on the 1st December. It was received last year on the 8th December per *Cadiz*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI SATURDAY NOVEMBER 29 1862.

FOREIGN INTERESTS at the Court of Peking are progressing favourably, and there is every prospect of the old exclusive policy of the Government of China being broken up, and this great Empire at last entering into the comity of nations throughout the world. It is not more than twelve months since the sage Censor Tung-yuan-shun, had the boldness to propose a new line of policy for the consideration of the Empress Dowager, as guardian of the juvenile Emperor, "That "practice should be guided by circum- "stances, while the principles of the "past are strictly adhered to." Under the able administration of Prince Kung and his colleagues, the reformed policy therein contained, has not, as was at first imagined, remained a dead letter. On the contrary it has been carried out towards the Treaty Powers, more especially Her Britannic Majesty, in its full interpretation. The first step of having resident Ministers-plenipotentiary at Peking, is now a *fait accompli*; and the dreaded revolution among the Pekingese, should "Barbarian" legations locate themselves within the walls of their sacred city, turns out to be perfectly groundless, while foreign Ministers are on the most amicable terms with the chief dignitaries of the Empire. Not only have they thrown aside the exclusiveness of past times, but they have freely accepted the suggestions of foreign representatives to adopt their principles of the Art of War, in suppressing rebellion throughout the disturbed provinces. Already has the nucleus of a disciplined army been formed, and brought into the field with wonderful results, while an incipient navy manned by British officers and seamen, is on its way to China waters.

While the political relations between the Chinese Government and the representatives of foreign nations at Peking are thus progressing so satisfactorily, the new line of policy has been to some extent pursued advantageously by the Chinese authorities of Shanghai city, towards the foreign community in the Settlement. Amongst these functionaries, the Taotai exercises the most direct communication, as Comptroller of Customs and Finance in this district—which has the largest revenue and expenditure of any provincial district in the North of China. Within the last few days a change has taken place in the incumbent of this post; the details of which will be found elsewhere.

Much has been said of a disparaging nature, amongst the foreign population regarding the Taoutai, who has just left office for a military post. Without endorsing the acts of Wu-hsü, in his official capacity, we have reason to believe that he has endeavoured as far as lay in his power to conform to the principles of the new regime "That practice should be "guided by circumstances!" and that he is not deserving the obloquy which has been cast upon him indiscriminately. At first it was not an easy matter for him to break through the cumbrous financial machinery that surrounded him, so as to introduce a better system; consequently every demand made upon his exchequer, if declined, brought with it the maledictions of the disappointed applicants, and he was accused of all sorts of peculation and corruption. Not that he was any exception to the mandarin, rotten system of government, but that he was upon the whole, the most able Taoutai of Shanghai since the advent of foreigners, and the most favourable to their interests.

Unfortunately he has just given up his seals of office to his successor, when he was carrying into practice the foreign financial principles he professed, in appropriating those portions of the Customs revenue for the special service for which they were collected. Of these are the Tonnage Dues, out of which he not only maintained the Harbour-master's department, but recently gave 15,000 taels for a light-ship at that dangerous spot on the Yang-tsze-kiang, the Langshan crossing, and paid for the buoy on the wreck of the steamer *Kate*, besides several new buoys on the river. This being the case, it is only fair that these facts should be known to his credit. We learn that his transference to a military post is only temporary, and that he will probably return to Shanghai as Fantai or Commissioner of Finance, the acting appointment of which he now holds. Of his successor Hsung-fang report does not speak so favourably; he does not bear so high a character as his predecessor for ability and patriotism, although he has held office previously as Chiheen or District Magistrate of Tsingpoo, Paoshan and Shanghai respectively.

Should this new incumbent fail to pursue the financial policy inaugurated by his predecessor, he will make his post a precarious one and get into hot water with the foreign authorities. Let him adhere to the "principles of the past," as much as he likes, so long as he does not obstruct the commerce of Shanghai; while in shewing that his practice "should be guided by circumstances," he may have ere long to render an account of his expenditure to a foreign commission, as he is at present indebted to a foreign protectorate of Customs, for the magnificent revenue collected.

THE TAOTAI OF SHANGHAI.

THE termination of this week brings with it a change in the office of Taotai at this place. Yesterday the ex-Taotai Wu-hsü, who is pretty well known to foreigners—and we believe we are not wrong in saying, somewhat liked by those who know him—resigned his seals of office into the hands of the present Taotai by order of the Viceroy and Governor of Kiangsoo, and is now about to proceed to Nanking at the head of 3,000 disciplined troops to achieve what honour and glory he can there. It seems somewhat of a mystery to us that a clever man and one well up to his work should be removed from his post, and be appointed to take the paltry command of a body of troops; but when we come to consider the various intrigues and changes of scene carried on in China's political drama the mystery vanishes. The departure of Wu-hsü will be regretted by those who knew him, and as we are told, by the Chinese generally, as he was respected by them, and acknowledged as a man possessing ability. The new Taotai whose name is Hsung-fang is a Hoonan man, disputed here by the Viceroy Tsêng-kuo-fan, who is himself a native of the same province, though not of the same place, the former coming from the capital (Changsha) and the latter from Hsiang-t'an. He is reputed to be possessed of no extraordinary talents recommending him for the onerous duties of Taotai, though he has attained to the 2nd degree of literary rank.

He occupied the office of Magistrate in Shanghai in the 6th or 7th years of Heen-fung, when he returned home on the death of a relative, to carry out the usual time of mourning: since which time little has been heard of him. It is said that he has been in the military encampments with Tsêng-kuo-fan of late, and has not filled any official position. He is over fifty years of age, and we learn, rather stout.

RECAPTURE OF SHANG-YU FROM THE REBELS.

THE city of Shang-yu in the Ningpo district; distant from that place about twenty miles, has been held for a long time by some fifty thousand Taiping rebels, as a stronghold commanding the important silk districts of which Ningpo is the seaport. It has therefore been a matter of importance to drive the insurgents from the place, and restore the trade their presence has paralyzed. For this purpose a combined expedition was organized recently, consisting of 700 disciplined Chinese of Ward's corps, under Major Wood; 1,000 French drilled Chinese under General Le Brithon, with 3 howitzers and two 32-pounders, and their complement of artillerymen under Lieut. Giquel started from Yun-yao on the 17th November.

After the first ten miles, they came upon the rebels in force, strongly intrenched, in some fourteen camps, connected with Shang-yu. With good generalship Le Brithon attacked the enemy in reverse, with shot and shell, driving them from camp to camp, while the rebels showed a bold front as they retreated, fighting with the spirit of desperation. It took two days to capture

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these camps; when the rebels were driven out with heavy loss in killed and wounded, while an immense quantity of provisions and plunder fell into the hands of the Imperialists, consisting of rice, cattle, and all descriptions of loot, such as are found in Chinese towns. Between 6,000 and 7,000 prisoners were released, composed of impressed inhabitants, chiefly men, boys and girls; the former in chains, and secured by their plaited hair to each other.

After retreating from the last camp the rebels fell back upon Shung-yu, where they made a stand on a bridge within 400 yards from the gates of the city. Le Brithon was massing his men for a charge, hoping to march into the city should he succeed in driving the rebels before him, when Giquel went ahead with some 30 men and charged the enemy, injudiciously with such an insignificant force. They ran towards the city, and Giquel after them; but when twenty yards from the gate he was brought up by a sharp fusillade, and a bullet passed through his right arm.

This was no doubt a dashing affair to do on the part of Giquel, but it prevented the main body of the army from sweeping down upon the enemy, and in all probability taking the city by a *coup de main*. As it was, they entered the gates unscathed, and closed them upon the besiegers. In these remarks there is no intention to reflect upon M. Giquel for this incautious movement, for it was done in the best possible spirit. This gentlemen, we may remark, is a lieutenant in the French Navy, and the Commissioner of the Imperial Customs at Ningpo, who volunteered for the service; in which he has shewn, as well as in his post, great zeal and energy. On hearing that he was wounded, Captain Roderick Dew of H.M.S. *Encounter*, arrived at the scene of the engagement, with the surgeon of the ship. On examining his wound it was found not to be serious, but having a wonderful escape, as the ball just touched the elbow joint.

Next morning as the 32-pounders were being got into position, under the superintendance of Captain Dew, several fires in the city made the besiegers conclude that the place had been evacuated during the night. To ascertain this, Captain Dew mounted the wall by a ladder, when it was found to be the case; at which the advanced post of Imperialists shewed the most eager desire to enter, (mad for loot) and were restrained with difficulty until Le Brithon arrived with the main body, when the entry was formally made. The city is nearly as large as Ningpo, and found to be very strongly fortified; some dozen good guns in position. Had the enemy held on to it, the besieging force would have found it difficult work to capture. A large quantity of the usual loot was found, besides immense supplies of rice, bullocks, and poultry; so that this large rebel force has been driven from their stronghold without rice or other provisions, while the drilled Chinese have found sufficient to maintain them for months. Le Brithon and his contingent will hold the place until spring, when a combined attack will be made upon another stronghold named Shau-hing, a larger city than Shang-yu, in the direction of Hang-chow foo, about five miles from the Southern shore of Hang-chow Bay.

The effect of this gallant and successful affair, will be of immense importance to Ningpo, in restoring commerce with the inland towns and villages. Should the same success attend the attack upon Shau-hing, the whole of the silk district will then be opened; and Ningpo may rival Shanghai in its amount of trade.

H. M. S. *MANILLA.*

To the Editor of the
"NORTH-CHINA HERALD"

Sir, In your impression of the 22nd inst., appeared a letter signed "Civilian," which requires a few remarks. An indignant civilian, horrified at the idea of H. M. S. *Manilla* carrying passengers, resorts to his desk and flowing pen, determined to wage war against this degrading huckstering, and to uphold the dignity of H. M. Navy. "Civilian" in the name of Neptune, we thank thee!!! That you in the greatness of your generous spirit should apply that money making pen, whose prowess heretofore has consisted in the making of dollars and taels, to the exposing of such a scandalous proceeding. Oh! magnanimous "Civilian," we thank thee!!! Little had we thought that the children of the great sea god, were so looked after, so well cared for, that any one could be found so self-sacrificial.

But "Civilian," kind, generous "Civilian," you make a mistake: shall I tell you how? When first the mails were run to Tien-tsin, many of your honorable fraternity—but not apparently so high souled as yourself—wanted passages up and down; and H. M. vessels of war alone afforded opportunities. The late Commander in Chief, in what some people would call his readiness to assist the mercantile community, but in what you probably will call a most unprincipled spirit, determined that the *Manilla* should carry passengers, and be converted into what is termed, "Her Majesty's Packet," (has unselfish "Civilian" ever heard of such a vessel?) and accordingly arranged a rate of passage money. Degrading; is it not? But strange to say, a matter of very old custom, and there she was for the especial behoof of the merchants. Hear! Oh! Neptune! and ye sea dogs!! ye are accused of appealing to public patronage. I feel the waters heave beneath me with the anger of the god, and I expect he is taking his revenge on many a luckless "Civilian" now at sea.

Perchance "Civilian" forgets the homœopathic pay of naval officers on the station, when dollars on shore are so plentiful; and perhaps he thinks it would be less dishonor to the Navy, for the officer in command of the *Manilla* to run into debt by taking passengers as private guests, than to receive a passage rate for their entertainment.

Leaving "Civilian" to digest these few remarks, and hoping that he will not fail ever to uphold the honor and dignity of his country, in an hour of need, as he would now do for her Navy when not needed, with sentiments of unmitigated disgust,

I remain,

NAVALIS,
AND ONE WHO MINDS HIS OWN BUSINESS.

H. M.'s Fleet, China,
November, 25th, 1862.

ON THE ROAD.

TIENTSIN TO PEKING.

THE traveller, in going from Tientsin to Peking, has two modes of travelling to choose between: he may go by water, or he may go by land. If he decides upon going by water, he will find at his disposal two classes of boats,—the one very large and a sort of half-caste between a junk and a flower boat, and the other rather small, half dung-barge, half Woosung boat. The large boats are the more comfortable, but they are very slow, and get aground more frequently than even the Nile steamboats used to do; the smaller class are of course faster, but they are so much the reverse of being roomy, as to become rather prison-like after one day's occupation. Whichever class of boat is fixed upon, the traveller has before him a very tedious and uninteresting journey; he will see nothing of the country, learn but little about the people, and he will find the river bank as dreary and dismal as that of the Nile.

If it be determined to make the trip by land, the tourist may either ride his horse, pony, donkey, or mule, or he may go in a mule-cart. His horse will probably go lame; his Tartar pony, which, ten to one, has 'no mouth,' will pull his arms out of their sockets; his donkey will rile him by causing him to suppose that all the passers by are making game of him; and, if he rides a mule with a foreign saddle, he will constantly be in dread of slipping over the animal's head. I recommend him, therefore, to try a mule-cart, or, as it should now be styled, having been immortalised by the Hon. Mr. Ward, the "American Minister's box." All people have not been to the North of China; therefore some people have not seen a mule-cart. Shall I give you a full and particular description of 'the diplomatic waggon?'

In the first place, it is a veritable cart, made of wood both strong and solid, without springs, and progressing on heavy, roughly-shod, wheels, running on an axle-tree that is somewhat shorter than that employed in carts of 'civilised' construction. An open wood-work framing, forming three sides and the top of a box, runs round and over the cart, the front part alone remaining open; over the framing is spread a covering of blue cotton, double and thickly padded overhead, and from the roof projects an awning, which runs as far as the mule's shoulders, and which is at that end supported by bamboo rods attached to either shaft. The awning is very useful in screening from the sun the traveller, who sits with his face in the direction in which he journeys. The inside of the box is a little over three feet in length, a little more than two feet in breadth, and perhaps from the floor to the roof almost four feet high. In front of the box, is a kind of horizontal dashboard, upon which is spread a sack containing provender for the mules and the bedding of the driver, which functionary sits on the near side of the same. Under the cart swings a basket, fastened in a peculiarly ingenious manner, which contains oil for the wheels, and instruments for repairing damages, &c. Such being the cart, we now come to the mules. The city carts are drawn by one animal, but the carts which make long journeys, and which answer the purpose of stage-couches, are invariably drawn by two, a wheeler and a leader, which run in a kind of tandem fashion. The wheeler wears the usual harness; he, however, has no 'blinkers,' and, instead of a curb under his jaw, he has between his upper lip and upper jaw, a sharp chain attached at either end to the bit, which chain, when the reins are even touched, punishes the animal not a little. The reins are habitually fastened to the near shaft, so as to be within reach of the driver, but it is very seldom that he touches them; he has a set of words, which the mules understand, and, generally speaking, he has merely to utter a sound to make his team turn to the right or left, halt, walk, trot or canter. Mr. Consul Meadows, who seems to believe in the possibility of constructing a language of animals,—if Newchwang be at all like Tientsin and the vicinity,—must be delighted to find so much intelligence in the mules, and so much humanity in the drivers. To return to our description: the shafts reach almost to the animal's shoulder, and to their point are attached the traces by which the cart is drawn. The leader has nothing on in the shape of harness save a collar, and a 'breechin' to support the traces, which are about twenty feet in length, and run on the off side of the wheeler to the centre of the axle-tree. He has no halter on his head, no bit on his mouth, and is perfectly free to run five or six yards in *any* direction. If the leader be young and skittish, as indeed he generally is, he will, when going through the streets, rush into open gateways; his erratic movements will tie people in hard knots in the traces; and, if in the country, he will, as if to spite his master, run round behind the cart, take the wrong side of the road when meeting another cart, so as to get its team between himself and his own companion, and will besides play many other pranks which call for many maledictions. The driver as I have said above, sits on the near shaft, and with shout and whip guides the movements of the mules, and qualifies their pace. His whip is of light bamboo and whip cord; its fillip may tickle a little, but certainly cannot hurt. Such is a mule-cart, and such like are the mules and their harness.

The city carts are nicely cushioned, and not uncomfortable on a level road. The traveller by country carts, to make the the thing at all endurable, must provide thick cushions, soft pillows, and two or three good blankets: all of these are to act as 'buffers,' and save him from the hard knocks to which bad roads, and want of springs will subject him *en route*.

On a fine morning in autumn, having packed our carts after the most approved of manner, my companion and self started from our residence at Tientsin on a trip to the celestial capital. To me, as the more experienced traveller, had been left the task of making the requisite arrangements: that I did by engaging a sufficiency of mule-carts and by leaving the cook behind; previous experience had satisfied me, that to travel, with enjoyment, in North-China, the best rule to be adhered to was to make European requirements dovetail with the manners and customs of the natives. Our train consisted of five mule-carts, two for the accommodation of the foreign sight-seekers, and the other three for boys, horse coolies, and baggage; behind the the carts were led two Tartar ponies for use along the road, and at Peking.

The physiognomy of the driver, rather than the appearance of his team, guided me in the selection of my cart, which was drawn by one very fine mule, ruled by a shockingly skeleton-like white pony. A tall man, with hawk-like eyes, 'Napiercut' nose, and heavy moustache, was my John; but with him we will become better acquainted along the road.

The start made, our muleteers turned off from the thickly crowded business street of Tientsin, and proceeded by the less frequented route under the East and North walls to the North gate; on our left was the mouldy wall with here and there squalid huts, and tumble-down curiosity shops, and with both some sights at its base every where, while on our right was a stagnant ditch, as offensive to the eye as it was disagreeable to the smell. The North gate reached, we turned into the stone-paved street which leads to the Peking road. For a quarter of a mile, or perhaps more, we jolted along through the streets paved with huge stones, many of which were wanting—'No! I do not exactly mean that,' as my Lord Dundreary would say, for how could they, except in an Irish way, be paved with stones that were wanting?—and many were the execrations which the jolting we experienced called forth. It was really hard work that, to sit still and look unconcerned, while curious Chinese gazed into the carts, and one's knees played 'Chin-chopper' with the lower bones of facial development. The stoppages were frequent, as crowds of wheel-barrows, laden with water buckets, were passing to and from the city, and the altercations between carters and barrow-men were more numerous than the stoppages, and more noisy than the jolting of the heavy wheels over the rugged pavement. We then crossed a bridge of boats, passed through another suburb, crossed another boat bridge, and at length found ourselves fairly started on the high road to Peking. A trunk road runs the whole way from Tientsin to Peking, the first half of the way raised high above the surrounding country, and the second sunk somewhat below it. This road is merely made use of by the carters at special points; generally speaking, they prefer the by-ways on either side, being in some places short cuts, and in others in better condition than the main road. We met great numbers of wheel-barrows going to Tientsin, laden with country produce, and there was as much animation along the road in the vicinity of the suburbs, as is to be seen near a large town at home on market days. I look at my watch, and find that it is just an hour since we left the East gate; and as I return it to my pocket, the carts diverge from the main road, the leading driver, my man, having cast his eye on a good looking by-path through the fields, from which the millet has just disappeared. The first part of the journey proved very tame and uninteresting; the country was flat, sandy looking and unpicturesque; the only sights were occasional groups of young donkeys playing round Madames their mères, and huge waggons carrying produce from the fields to the farm yards, and drawn by six or eight animals, amongst which were to be seen bullocks of an immense size, mules, ponies, and donkeys. In about an hour and three quarters, we reached the village of Pookow, distant thirty le from Tientsin; and two hours afterwards we arrived at Yang-tsun, distant sixty le from Tientsin and thirty from Pootkow. There, for several reasons, we determined upon passing the night. Soon after entering the village, we turned into the chief caravanserai, as one may style all the posting-hotels along the road, at which quarters and refreshment are to be found for both man and beast. Having seen one caravanserai in the north of China, you may say you have seen all: through a narrow, covered gateway, on either side of which are the kitchens, a long and narrow court yard is entered, on one side of which are rooms for the guests and on the other sheds for the carts, with probably a series of inferior rooms behind; at the end of the court yard, farthest from the entrance, is the chief suite of apartments, the *Shang-fang*, generally consisting of one central and two side rooms. We being strangers from afar, and the first arrivals to boot, were shown to the Shang fang, or 'upper room.' The central room seemed well enough adapted for eating purposes, and the side rooms, in each of which was the usual *Kang*, promised to be sufficiently comfortable bedrooms. While tea was being produced, we watched the stabling and grooming of the mules: these consisted of freeing the brutes from all their harness, and letting them loose in the yard. The drivers looked on, and, as each mule lay down and rolled, turned away, satisfied that he was all right and in need of nothing but his feed. Then chopped straw, corn, peas and various other comestibles, which do delight the palate of the mule, and which supply him with the strength requisite for the hard life he leads, were placed in the troughs, and each mule set himself to the work of dining, and that lasted until midnight.

Tea was put on our table in the usual way, and with it appeared a waiter in somewhat greasy habiliments; over his shoulder was a napkin of questionable cleanliness, the end of which he twisted between his fingers with the artistic trick of his profession. He honored us with a stare, asked where we were from, and what we would like for dinner; I informed him politely, that we were from Pootkow last, and that, as for dinner, we wanted some of everything in the kitchen; he thereon, in a sing-song and theatrical tone of voice, rang out the names of the various dishes, and when he stopped, I applauded; he grinned and bolted. To while away the hour before dinner, we went out and strolled along the bank of the river and round the village, chatting with shopkeepers, and eliciting agricultural statistics from field labourers, until dark. On our return to the hotel, we found that some ten or more mule carts had arrived in addition: the mules, now some forty in number, were prowling about the yard, cook's mates were dashing to and fro,' and wearied travellers were standing sucking comfort from their pipes in the doorways of their several rooms. In the *Shang-fang*, the table was just being laid for dinner. Before each chair was placed a little saucer containing some species of sauce or condiment,—not 'Lea and Perrins,'—and then the corners of a square were marked out by similar saucers containing Chinese pickles, and salted vegetables, chopped very fine. In the centre of the square, was placed a large bowl containing cabbage-broth, with shrimps in it, and around that were ranged little dishes of pork, mutton, beef, fish, fowl, &c.; next appeared a couple of dishes of huge pancakes, and then we were told dinner was ready. The waiter asked had their honors brought their chopsticks? Their honors had not brought chopsticks! Thereupon, he put his hand behind his back, and discovered to our astonished vision a *chevaux de frise* of chopsticks, stuck between his girdle and his unmentionables; from these he drew forth four, two of which he placed before my companion, and two before myself. My friend's face was good to look at: the very questionable cleanliness of the waiter had startled him somewhat, in the first instance; the peculiar appearance of the viands was an additional puzzle; but the region from which the chopsticks were produced—that capped the summit of the climax. He declared, hungry as he was, he could take no dinner, and upbraided me for having left not only the cook, but the knives and forks at home. I, an old traveller, knew what was likely to be the state of affairs before starting, and so had provided chopsticks; these I now produced,—beautiful white ivory, tipped with silver,—but my friend could not bear the sight of them. He walked about the room, while I made a capital dinner: I ate heartely, sipped my samshoo with gusto that was not feigned, and grinned at the unhappy one. After dinner, many cheroots for me; for my companion, who sulked and was hungry, and who had an empty stomach, a cheroot was only an agravation of misery; and, when bed time arrived, he lay down in a most unhappy frame of mind. It is a great thing for a *Viator* to be able to do, cheerfully and gaily, at Rome, as Rome does. Before going to bed, the bill is paid for dinner and rooms — some thousand cash in all—a capital arrangement, by which the trouble and worry of settling accounts, when about to start in the early morning, are avoided: and, oh! thank Heaven, although some misguided travellers *have* been liberal with quarter dollars, and *have* carried with them even to Peking the unpleasant to-be-heard word 'cumshaw,' there are no such things at the northern inns as waiters' fees; no boots smiles as you pass to your carriage, no chambermaid curtseys, no John Thomas condescends to accept your silver; but, as the cart passes out of the gateway, the cooks wish you godspeed, and hope you will call again if you pass that way. Blessings of civilization! 'The social amenities prove but too frequently the Eumenides of real life.' So said my companion, but I hooted the sentiment for the vileness of the pun.

There are still a few stars twinkling in the sky as we start from Yang-tsun, and the morning air, if not bracing is undoubtedly chilly. As daylight steals on behind us—we are travelling due west—we notice that the appearance of the line of country through which we travel becomes more interesting; a gradual rise is perceptible in the direction in which we journey, and clumps of trees, with variegated foliage, displaying all the tints of green, intermingled with the first autumnal blushing bronze, are dotted around us on every side. The roads, however, proved somewhat heavy, rain having fallen some days previously; and from the look of the sky, there seemed only too much chance of our being well pelted by that blessed element before the end of the day.

My driver is a gay, cheery, quick tempered, devil-may-care, sort of fellow, and this morning his flow of small-talk is surprising. Along the road, he has a joke for this passenger, and at that one he flings a biting sarcasm; a third traveller answers him in an equally cutting style, whereupon he jumps off the shaft, and, like one of the "foinest pisintry" trailing his coat behind him with invitations to daring souls to step thereon, he wants to fight there and then. He was, he tells me, a follower of the redoubtable Sang-ko-lin-sin, in the much celebrated (in North China annals) Honan campaign, during which he proved himself a mighty man of valor, having with a sword, hit little better than the jawbone of an ass, slain his thousands and tens of thousands. "Yes," says he, "and the Wang-yay got me a button for it too, and all the muleteers in the country know that one of their number is a Laou-yay. Ask any of them: they all know Yu-san-luon-yay." He showed me his right-to-wear-the-chrystal-button certificate, and then began to moralise: "that he an humble peasant should have "drawn blood, and become renowned in "a distant province—did his grand-"mother ever anticipate that? That a "Wang-yay should publicly commend "him, and decorate him with a button "of the fifth rank—what a source of joy "to the old couple at home! But that "he, a man of fame from the wars, be-"buttoned to boot, should have to drive "a mule cart, in order to keep body and "soul together— Tsaou-ne-teih"—and here, with a curse that came in bitterness from the bottom of his soul—or, as he would say, 'belly'—he gave the wheeler a tremendous cut, and off we went at a gallop. Such a jolting as I then got is endurable only to a certain point, even to the man on the shafts, and we soon pulled up to my intense satisfaction and no doubt the mule's too.

(To be continued.)

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METEOROLOGICAL TABLE.

SHOWING the highest and lowest degrees of temperature in the month of *December*, 1861, from observations taken by a self-registering THERMOMETER in the open air, in a shaded situation, at Shanghai,—the *Maximum* by day and the *Minimum* at night; and the *number of rainy days* during the same period, —also the average of the same for 7 years.

DECEMBER 1861.—Rainy days 12.

	Max	Min		Max	Min
1	53	38	17	56	45
2	46	34	18	48	43
3	43	38	19	49	43
4	46	38	20	47	38
5	47	39	21	40	33
6	57	44	22	42	36
7	57	38	23	40	31
8	49	47	24	45	30
9	53	41	25	42	31
10	53	48	26	40	37
11	58	42	27	40	32
12	52	33	28	40	23
13	56	30	29	36	26
14	56	45	30	38	26
15	57	44	31	40	32
16	56	46			

Average of 7 years { Thermo. *Max* 51, *Min* 38 Rainy days 4.

To be continued monthly.

INSURANCES.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES,) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy, the Straits, Ceylon, the Presidencies of India, Suez, and England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

M. FISCHER, *Hongkong.*
E. WARDEN, *Shanghai.*
S. J. G. JELLICOE, *Singapore.*
T. H. THOMSON, *Calcutta.*
ROBERT FRANCE, *Madras, or*
JOHN RITCHIE, *Bombay.*

The undersigned will also accept Risks upon all *first class* Steam-ships (other than those of the Peninsular and Oriental Company) trading between the above mentioned Ports.

JAMES HARTLEY & Co.

London, 26th November, 1859.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Shanghai, 15th September, 1858.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.

Shanghae, 1856

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.

Trustees,

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.

BOWER, HANBURY & Co.,
Agents for Shanghai.

tf Shanghai, 1st January, 1859.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* LONDON, HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.

Shanghai, 13th February, 1857

FOR SALE.

WORKS ON SALE.

At the London Mission Printing Office, SHANGHAI.

CHINESE CLASSICS with Prolegomena, Indices, &c. 2 vols.	$13 00
EASY LESSONS in MANDARIN,...	2.00
William's MAPS OF CHINA, $1 and	2.00
William's TONIC DICTIONARY...	7.00
William's MIDDLE KINGDOM,...	5.00
CHINESE MISCELLANY on Silk Manufacture and Growth of Mulberry,	1.00
CHINESE & ENGLISH MEDICAL VOCABULARY,	0.30
CHINESE, FRENCH, ENGLISH & PORTUGUESE, BIBLES TESTAMENTS &c.	

JUST RECEIVED *ex* P. & O. STEAMER. LADIES', Gentlemen's and Children's BOOTS and SHOES of French (M. Gans, Paris) and English make.

Gent's fashionable FELT HATS, SILK SCARFS, and NECKTIES, &c., &c.

A choice selection of STEREOSCOPIC SLIDES, comprising views of the International Exhibition and the distressed places in Lincolnshire.

For Sale at

WM. DATO & Co.

tf Shanghai, 12th September, 1862.

FOR SALE.

Extract from the *Lancet*, February 4, 1854, and from Dr. Hassall's recent work on "Food and its Adulterations."—

"The samples of Messrs. Crosse and Blackwell were entirely free from COPPER."

CROSSE & BLACKWELL'S

CELEBRATED Oilmen's Stores and Confectionary, may be had of every respectable dealer in India and the Colonies. Purchasers should be careful to obtain the genuine articles as inferior preparations are often substituted.

C. & B. invite attention to the following,—

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystallized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies. Harvey's, Reading, Soho, Sir Robert Peel's, Royal Table, and other choice SAUCES.

POTTED MEATS, Anchovy Paste, Bloater Paste, Cayer's Sauces, Relish and Aromatic Mustard. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages Yorkshire Game Pasés, Yorkshire Pork Pasés, Mackarel in Sauce, Kippered Herrings, Pickle Salmon in Bottles, Fried Fels, Herrings a la Sardines, Blackwall Whitebait, Fresh Oysters, and many other delicacies.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, and for PHILLIPS' & CANAUD'S SARDINES.

PURCHASERS DESIROUS of obtaining the genuine Manufactures of C. & B. should buy only from those dealers who may be fully relied upon, as many fraudulent Imitations of their goods are sold. In some instances labels resembling there are made use of, while in others empty jars and bottles bearing their labels are purchased, and filled with abominable mixtures.

It is well for the bottles and jars to be broken when empty, to prevent the latter fraud, but the only safeguard against the former is to be found in the character of the dealer. All articles from the Manufactory have on the Label the Address—

CROSSE AND BLACKWELL,
Purveyors to the Queen.

18no-63 SOHO SQUARE, LONDON.

FOR SALE.

2 Four-wheel Carriages, with Silver mounted Harness complete.

ALBERT L. FREEMAN.

Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

JUST LANDED EX P & O STEAMER

GENTLEMEN'S BOOTS & SHOES

from M. GANS, *Paris.*

For Sale at

WM. DATO & Co.

tf Shanghai, 1st October, 1862

Wm. DATO & Co.,

HAVE JUST LANDED

EX *OCEAN MAIL* and *OSPRAY*,

A CHOICE ASSORTMENT OF—

BRUSSELS' Tapestry and Felt Carpeting with Rugs to match,

Cocoa Matting for passages, Four and Two Burner Chandeliers, Hall Lamps, Solar, Moderator and Photogéne Office and Reading Lamps.

Figs.
Raisins.
Almonds.

Also,

A good Assortment of Oilman's stores.

tf Shanghai, August 29th, 1862.

FOR SALE

GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.

tf Shanghai, 16th September, 1859.

HOUSES & LAND.

HANKOW.

TO be Sold Two or Three LOTS of LAND suitable for Building Purposes and Registered in the British Consulate. Apply to

FRANK H. WILSON.

tf Hankow, July 4th, 1862.

TO BE LET.

From 1st January 1863; or with earlier possession, if required.

A SPACIOUS GODOWN with Dwelling Rooms above, and a stone Treasury, a largeplece of vacant Land around and all well enclosed, bordering upon the Yang-tsze-kiang on the Han-yang side of the Han river.

The locality is a most healthful one, with a pleasing prospect.

Apply to

CRAVEN WILSON.

tf Hankow, 7th November, 1862.

HANKOW.

TO BE SOLD OR LET A DESIRABLE RESIDENCE possessing large GODOWN accommodation, situated on the Hankow River, with access of its own to the water. The Premises contain Office, Dining-room, 3 Bed-rooms and Bath-rooms, Tea room, Compradore's, and Servants' Rooms, and Stone Treasury.

Apply to

ALFRED WILKINSON & Co.

tf Shanghai, 14th June, 1862.

MISCELLANEOUS.

NOTICE.

上海新報

THE CHINESE SHIPPING LIST AND ADVERTISER is now issued regularly on *Tuesdays, Thursdays,* and *Saturdays*; and offers a sure means of communication with the Chinese Merchants, who have become so largely interested in the Shipping interest here.

* PRICE OF CHINESE NEWSPAPER.—$ 4 per annum.

TERMS OF ADVERTISEMENTS.—2 Tls. Cents per character.

Contracts will be made at low rates for three months and Rewards with the Owners of Steamers and others trading to and from this Port—*payable in advance.*

MISCELLANEOUS.

BOARDING SCHOOL FOR YOUNG LADIES.

EUROPEAN Families residing in China are most respectfully informed that the Sisters of Charity have opened, in addition to their Day-School, a BOARDING SCHOOL for young Ladies.

The building recently raised on the Caine Road—to meet the wants of the Establishment—cannot be excelled for beauty of position; it commands a fine view of the whole harbour, and is ample and well ventilated.

The staff of teachers consists of twelve European Ladies, who, considering the great expenses parents are put to in sending their children home for educational purposes, and the pain of separation thereby occasioned, have come to the determination of opening this School which will be inferior to none in Europe; and entirely adequate to the wants of the gentry resident in China.

The courses will comprise English, French, Portuguese, Italian, Reading, Writing, Arithmetic, Grammar, Geography, History, Music Vocal and Instrumental, Design, and all kinds of Needlework and Embroidery.

The fees will range from twelve to thirty dollars *per month, in accordance with the number of* accomplishments required by the pupil.

Full information may be had by corresponding with the Rev. Mother,

LUCY CUPIS,
Superioress of the Establishment.
Caine Road.

20de Hongkong, November, 1862.

[A programme of the BOYS' SCHOOL (now being enlarged) is about to be published. The mercantile system of education is to be developed in all its branches, in these schools.]

STORAGE.

CAN be had on the Pootung side for Coals, Timber, &c.

For terms, apply to

DUUS & Co.

29no Shanghai, 30th October, 1862.

NOTICE.

THE Undersigned having a supply of PILES, TIMBER and other material suitable for Wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.

Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

NOTICE.

SHANGHAI DOCK COMPANY

E. HAWKINS, *Superintendent.*

THIS Company being now Proprietors of both Docks known as the OLD and NEW DOCKS give notice—

That the OLD or POINT DOCK is closed for enlargement, and cannot receive Vessels, until further notice.

The NEW or LOWER DOCK receives Ships of 14 feet draft and 280 feet length.

The Dock charge is Tl. 1.5 (one tael five mace) per Ton for one course of tide, and Tl. 1 (one Tael) per Ton for an additional course.

The Shipwright Work on any vessel entering the Docks is open to general competition.

The Dock Company is not responsible for any debt incurred in the name of the Docks, unless the *contract* is signed by both the *Superintendent* and the Chairman of the Company.

All bills for Dockage must be receipted by Messrs. Russell & Co., Treasurers of the Company.

P. LOUREIRO,
Chairman.

tf Shanghai, 10th February, 1862.

NOTICE.

SHANGHAI PILOT COMPANY.

NOTICE is hereby given that after the 30th of June, 1862, the LOCAL INSURANCE OFFICES will not be responsible for any loss or accident that may occur to Vessels piloted by other Pilots than those licensed by the Board of Management of the said Company.

JARDINE, MATHESON & Co.,
Agents Canton Insurance Office.
DENT & Co.,
Agents Union Insurance Society.
LINDSAY & Co.,
Agents, Hongkong Insurance Co.

tf Shanghai, 15th April, 1862.

To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp affixed to each Box, without which none are genuine.

KEATING'S COUGH LOZENGES.

JUDGED by the immense demand, this UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British Colony, and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chests, they are the most agreeable and efficacious remedy.

Prepared and sold in Boxes, Tins, and Bottles of various sizes, by THOMAS KEATING, Chemist, &c., 70, St. Paul's Churchyard, London. Sold Retail by all Druggists and Patent Medicine Vendors in the World.

Sold in Shanghai by

J. LLEWELLYN & Co.
Medical Hall.

6de Shanghai, September 20th, 1862.

NOTICE.

SHANGHAI PILOT COMPANY.

NOTICE is hereby given that Mr. HUGH MACLEAN and Mr. C. W. HALSTEAD have been dismissed from and are no longer Members of the said Company, and that Mr. MACQUEEN, Apprentice, has also been dismissed.

By Order of the Board of Management.

We, the Undersigned, hereby give notice for general information that we will not be responsible for any loss or accident that may occur to Vessels piloted by the above-named Messrs. MACLEAN, HALSTEAD, or MACQUEEN.

JARDINE, MATHESON & Co.,
Agents, Canton Insurance Office.
DENT & Co.,
Agents. Union Insurance Society.
LINDSAY & Co.,
Agents, Hongkong Insurance Co.

tf Shanghai, 15th April, 1862.

MISCELLANEOUS.

KELY'S AMMUNITION
OF EVERY DESCRIPTION
FOR SPORTING OR MILITARY PURPOSES.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles.

Contractors to the War Department for Small Arms Ammunition,

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's, Adams', and other Revolvers.

Enfield Rifle Ammunition, and Ball Cartridges for Whitworth and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

KELY BROS., Gray's-inn-Road, London, W.C.
WHOLESALE ONLY.

MARINE SURVEYOR.

I HAVE this day established myself as MARINE SURVEYOR at this Port; Orders left at THOS. HUNT & Co., will be promptly attended to.

CHAS. J LOVETT,
Late Surveyor for "New York and Philadelphia Insurance Offices" at San Francisco.

With reference to the above, notice is hereby given that CHARLES J. LOVETT has this day been appointed MARINE SURVEYOR for the United States Consulate Court.

G. F. SEWARD,
U. S. Consul.

tf Shanghai, 20th June, 1862.

CONGREVE WAR ROCKETS AND WARLIKE STORES.

PETER PRITCHARD, (Successor to the late GEN. SIR WM. CONGREVE, Bart.), manufactures every description of Ammunition. —Musket, Rocket and Pistol Ball cartridges; Percifires, Quill tubes, &c.

Manufacturer to the Honorable East India Company, and principal foreign Governments. Established 1849.

Works—West Ham Abbey, Stratford, Essex, E. Office—14 London Street, City E.C.

Agent in Shanghai—S. MOSSMAN.

23ap—63

HOLLOWAY'S OINTMENT & PILLS.

Holloway's Pills and Ointment have the largest sale of any Medicine in the World. The Pills are the finest purifiers and regenerators of the blood ever known. They speedily correct all disorders of the Liver and Stomach, are invaluable in cases of Dysentery, and, as a general Family Medicine, have no equal.

The Ointment will cure any old wound, sore or ulcer, even if of twenty years' standing, and in all cases of skin diseases, however malignant, such as lepra, scurvy, itch, and all other annoying irritations of the skin it may be relied upon as a perfect cure; indeed for all external complaints it stands unrivalled throughout the World. These famous Remedies can be obtained of all Patent Medicine Vendors in Siam, Peking, Hongkong, Shanghai, and in fact throughout the whole of China, India, and the Islands of the Oriental Archipelago, with copious directions affixed to each pot or box in Chinese (or any other language), and at a very reasonable price.

J. LLEWELLYN & Co.
Shanghai Medical Hall,
Sole Agents for Shanghai.

September 1st 1862.

ASTOR HOUSE,

THE OLDEST ESTABLISHED HOTEL AT SHANGHAI.

AS a first-class FAMILY HOTEL, this house is unsurpassed, comprising every comfort and convenience, particularly for Gentlemen and Families travelling. The Cellar is replete with every description of the choicest Liquors

Elegant open and close Chaises to be had on application at the Office.

Hot and cold Baths always ready. Boats attached to the Hotel.

Terms moderate.

H. W. SMITH,
Proprietor.

tf Shanghai, 5th April, 1862.

CENTRAL BANK OF WESTERN INDIA.

CAPITAL £500,000.
SHANGHAI BRANCH.

CURRENT DEPOSIT ACCOUNTS on which no Commission is charged, opened with Firms or Individuals.

Fixed Deposits received at Interests.

The Bank draws on:—

London and County Bank, London, National Bank of Scotland and Branches, Provincial Bank of Ireland and Branches, and on

Bombay, Calcutta, and Hongkong.

tf Shanghai, 16th May, 1862.

NOTICE.

THE ACCLIMATISATION SOCIETY OF VICTORIA, AUSTRALIA, are willing to make PURCHASES of such useful or ornamental BIRDS, ANIMALS, and FISH, landed in Melbourne, as may meet the requirements of the Society.

W. H. ARCHER, *Hon. Sec.*

THE ARGUS GOLD PRIZE CUP.

THE ARGUS GOLD PRIZE CUP, of the value of One Hundred Pounds, for the year 1861, will be given to any one (unconnected with *The Argus or Temmo* newspaper) who, within the year ending 31st October, 1862, shall INTRODUCE into the colony the most valuable or interesting ANIMAL, BIRD, or FISH, in sufficient numbers to establish the breed.

The decision to rest with the Council of the *Acclimatisation Society*, subject to the ratification of the Editor of *The Argus*.

Applications to be lodged with the Council of the Acclimatisation Society, before the 1st of December, 1862. 29fe

THE SHANGHAE HOSPITAL AND DISPENSARY

HAS been enlarged, and can accommodate Private Patients with comfort.

The terms are,

For Private Room, ... Tls. 2.0.0 a day.
,, Officers do. .... ,, 1.5.0 ,,
,, General Wards,.... ,, 1.0.0 ,,
Washing One Tael per month extra.

The Lowest charge is Seven Taels.

P. C. SIBBALD, M.D., *Surgeon.*
DR. BOONE, *Visiting Surgeon.*
JAMES GYE, *Apothecary.*

☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary. Medicine chests &c.

MISCELLANEOUS.

EXTENSIVE FRAUDS.

LEA & PERRINS having discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS of their "WORCESTERSHIRE SAUCE," the labels of which closely resemble those of the genuine Sauce, and in one or more instance s with the name of L. & P. FORGED: they have deemed it their duty to caution the public, and to request purchasers to see that the names of LEA & PERRINS are upon the *Wrapper, Label, Stopper, and Bottle.*

L. & P. further give notice that they will proceed against any one who may infringe upon their rights, either by manufacturing or vending such imitations, and have instructed their correspondents in the various parts of the world to advise them of such infringements.

** Wholesale and for exportation by the Proprietors, Lea & Perrins, Worcester, England: Crosse & Blackwell, and other Oilmen and Merchants, London.

29ma London 19th October, 1861.

COMMERCIAL BANK OF INDIA. SHANGHAI AGENCY.

THE Bank buys and sell bills on LONDON, BOMBAY, CALCUTTA, HONGKONG, FOOCHOW, and HANKOW.

CURRENT DEPOSITS ACCOUNTS are kept, but no Interest is allowed thereon.

FIXED DEPOSITS are received at the following rates of Interest:—

If lodged for 3 months certain 3 per cent per annum.

If lodged for 9 months certain 5 per cent per annum.

If lodged for 12 months certain 7 per cent per annum.

House of business from 10 A.M. to 4 P.M.; on Saturdays from 10 A.M. to 1 P.M., after which times respectively, no business of any kind will be transacted.

H. HOWE WIGGINS,
Agent.

tf Shanghai, 1st August, 1861.

W. BUXEY,

Sailmaker,

Custom House Road.

A FEW DOORS FROM THE BUND.

Flags, Tents and Awnings,

Made to Order.

14fe Shanghai, November 10th, 1862.

GEORGE WHITFIELD,

Civil Engineer & Architect.

YEU-HAN.

tf November 7th, 1862.

MR. EDWARD LAWRANCE,

Practitioner in Law and Notary Public.

Office at Messrs. BRADWELL BLOOR & Co., Park Lane, opposite the *North-China Herald* Office.

Office hours from 10 till 4.

tf Shanghai, 15th March, 1862.

WRIGHT & CO.,

General Storekeepers, Auctioneers, &c.

NINGPO.

1Gau—63 August 16th, 1862.

Wm. DATO & Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,

SHANGHAI.

Yang-king-pang, Corner of Rue Montauban.

tf Shanghai, 4th April, 1862.

EDWARD BYRNE,

Ship Broker, Ship Auctioneer, Marine Surveyor, General Commission and Forwarding Agent.

OFFICE IN PARK LANE,

Adjoining the "Shanghai Medical Hall," near the Bund.

tf Shanghai, 6th July, 1861.

S. C. WOODRUFF,

Shipchandler, storekeeper, and General Agent.

THE BUND, HONG-QUE,

SHANGHAI.

my-63 May 10th, 1862.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,

BREAD AND BISCUITS.

SHANGHAE.

MCKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.

YANG-KING PANG,

SHANGHAI.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,

D'AGUILAR STREET,

tf HONGKONG.

E. C. KIRBY & Co.,

Ship Chandlers, Druggists, and Auctioneers.

BREAD AND BISCUITS BAKERS.

NINGPO.

tf May 25, 1861.

[*Edited by* SAMUEL MOSSMAN. *Printed & Published every Saturday, at the North-China Herald Office, Shanghai.*]

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